

Hiram Lay Carriage House  
Mays Point Road  
Montezuma National Wildlife Refuge  
Town of Tyce  
Seneca County  
New York

HABS No. NY-6130-A

HABS  
NY  
50-TYRE,  
1A-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
MIDATLANTIC REGION, NATIONAL PARK SERVICE  
DEPARTMENT OF THE INTERIOR  
PHILADELPHIA, PENNSYLVANIA 19106

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(Page 1)

# HISTORIC AMERICAN BUILDINGS SURVEY

HIRAM LAY CARRIAGE HOUSE HABS No. NY-6130-A

Location: Northeast corner of Mays Point Road and Lay Road, .2 mile west of State Route 89, Town of Tyre, Seneca County, New York.

USGS Seneca Falls Quadrangle, Universal Transverse Mercator Coordinates: 1.082113 (North-South), 451488 (East-West)

Last Owner: Fish and Wildlife Service, United States Department of the Interior.

Last Use: Equipment shed. Owner intends to demolish.

Significance: The Hiram Lay Carriage House was built in 1859 for Hiram Lay, a successful farmer whose extended family dominated the town of Tyre, New York. It is a rare example of cobblestone masonry used on a non-residential structure, and one of two known free-standing cobblestone carriage houses in New York State surviving in association with its primary structure, the Hiram Lay House, a Greek Revival style cobblestone farmhouse of circa 1847-48. Despite deterioration, its architectural integrity is not significantly diminished; no additions or major alterations have compromised the original design. The structure exemplifies a rare building type and remains intact.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1859. Limestone date stone centered over entrance in gable end of south (main) facade reads, "H.L. 1859".
2. Architect: Not known.
3. Original and subsequent owners: References to the Chain of Title to the land upon which the structure stands are in County Clerk's Office, Village of Waterloo, Seneca County, New York.

1843 Deed, January 20, recorded in Volume 02, page 226. Stephen B. Crane and Eunice his wife and Charles Crane to Hiram Lay, for \$77.  
"Formerly the part of great lot 49 and deeded by Stephen Crane Deceased to Stephen Crane [Junior]."

1887 Last Will and Testament, May 25, recorded in Volume 111, page 157. Hiram Lay to Hiram M. Lay, "My homestead farm...being all the land owned by me on said town...convened to me by different persons at different times and comprising about 250 acres."

1928 Deed, June 20, recorded in Volume 157, page 541. Hiram M. Lay to Elbert Hiram Lay. No price recorded.

1929 Deed, March 27, recorded in Volume 159, page 60. Elbert Hiram Lay and Marguerite G. Lay of Monroe County, New York, to Jesse A. Lay of Washington, District of Columbia, for \$1.00.

1932 Deed, April 26, recorded in Volume 163, page 582. Jesse A. Lay and Beulah Henrietta Lay to Florence Nancy Lay, all of 4400 Watkins Avenue, Highland Park, Montgomery County, Maryland, for \$1.00. Property referred to as "Homestead Farm."

1938 Deed, July 29, recorded in Volume 175, page 502. Florence Nancy Strine of Montgomery County, Maryland to the United States of America, Washington, District of Columbia, for \$2890.50.

The Hiram Lay Carriage House site is on parcel 36 B (63.08 acres) of the 115.62 acre "Florence Nancy Strine Tract" in the Montezuma National Wildlife Refuge. Property boundaries of parcel 36 B are described in a April 18, 1938 map filed at the offices of Montezuma National Wildlife Refuge, Seneca County, New York.

4. Builder, contractor, suppliers: Not known. Constructed for Hiram Lay of field stones from surrounding area with limestone trim.
5. Original plans and construction: No original plans or drawings have been located, nor is it likely that any existed. The structure was probably built according to traditional techniques of cobblestone masonry construction in nineteenth-century New York State. No family ledgers, diaries, or contemporary accounts of the construction were found.
6. Alterations and additions: An 1876 engraving see photo NY 6130A24, see also IIIB of this document) shows that the structure's exterior is substantially unchanged. The engraving is not accurate in some details; a hayloft vent on the west elevation, original to the structure, is not depicted, and the corner quoins are depicted as being smaller and more numerous than in reality. Minor exterior changes to the structure include the removal of short L-shaped drainpipes at three points from beneath the eaves and interior gutter, and repainting of wooden trim.

An undated photograph in the collection of Byron Delavan, Canandaigua, New York (See photo NY 6130A26, see also IIIB of this document) shows a metal drainpipe at the southeast corner under the eaves. The drainpipe hole is now plugged. Two identical holes are found along the west eaves, suggesting the presence of past drainpipes. The same photograph and physical evidence indicate that wooden window and entrance trim was painted at least once. Window trim, sashes, and trim boards around the doors were painted white. At different times, the double doors on the north and south elevations were painted red and green on the exterior and brown on the interior.

Masonry repairs and wall rebuilding were attempted on the north and east elevations. Most repairs apparently were made in the late nineteenth or early

twentieth centuries, using mortar similar in color but coarser than the original. Later twentieth century repair around quoins is of Portland cement.

No views or written descriptions of the interior have been located. The north post has been cut and relocated 1' toward the center along the north beam. Physical evidence suggests that a box stall measuring approximately 9' by 11'6" was once located in the northeast corner but was removed prior to 1938 (see also IICl. of this document). The stall may have been removed when Elbert Lay, an early motorist, began storing automobiles in the structure prior to 1905. Merton Radway, the first manager of the Montezuma Wildlife Refuge, remembers that there was no stall in the building when the government acquired the property (telephone interview, September 2, 1986).

#### B. Historical Context:

Between 1825 and 1860, more than 700 cobblestone buildings were built in the counties south of Lake Ontario in New York State. The majority were residences, primarily of the Greek Revival style, scattered throughout Wayne, Monroe, Orleans, Ontario and other counties of the Lake Ontario Plain and the Finger Lakes region. Most were associated with farms and embodied concern for practicality, durability, and adaptability. However, the variety of colors, sizes, and shapes of the field or water-washed cobbles, the patterns in which they were laid, and the use of contrasting stone for trim provided visually rich ornamentation to these rural homes.

The construction materials were sand, pebbles, lime, rough stone, and "cobbles"--rounded or smoothed glacial stones taken from the surrounding fields and the former Lake Ontario shore, measuring from 64 to 256 mm or 2.5" to 10". All materials occur naturally throughout the region. Farmers employed masons to build walls of rubble stone and cobbles because they insulated well and did not rot. Despite their thickness, cobblestone walls could be altered; many early cobblestone farmhouses received additions made of wood, brick, or cobblestone.

The Lay family is well-known in the town of Tyre, New York, although only a few relatives remain today. The first family member, "Judge" Samuel Lay (1746-1819), marched through the area in 1779 as a soldier in the Sullivan Expedition, a force of some three thousand sent

through the Finger Lakes region to quell Indian attacks on the colonies. Like many of the other soldiers, Lay was impressed with the fertile, rolling hills and considerable agricultural achievements of the Cayuga and Seneca tribes. Ten years later, he bargained with Cayugas who remained near the north end of Cayuga Lake and settled on 250 acres near Bridgeport, a village on the west shore.

Lay left his wife and seven children in Lyme, Connecticut, and arrived with a brother in the wild, marshy Cayuga region in 1789. According to family legend, the two slept in an old hollow tree before they built a cabin. A violent storm thoroughly frightened the brother, who returned east; Judge remained and became a prosperous farmer.

His son, Samuel Lay Jr. (1780-1857), purchased 104 acres in Junius, one of six towns that originally comprised Seneca County. In 1804, when Seneca County was formed, Junius encompassed all land within the county lines and north of the Seneca River. In 1829, this parcel split into three smaller towns: Tyre, Seneca, and Waterloo. Tyre is an area of about 25 square miles. In 1830, its population was 1482. By 1980, it had dropped to 887.

Samuel Lay Jr. had ten children, of whom the most successful was the firstborn, Hiram Lay (1809-1893). Hiram gained an early reputation for ingenuity and hard work by tending to his father's farm. His first wife, Hebsibeth Smith, bore two daughters. After her death, Hiram married Nancy Morehouse and began a pattern of Lay-Morehouse intermarriage. The Lays were soon so numerous that Tyre was informally known as "Laytown." In 1843, Hiram Lay purchased farmland from Steven Crane, built a log cabin, and began his own farm.

Nancy Morehouse's firstborn, Hiram M. Lay (1848-1935), arrived just as Hiram Senior was completing a cobblestone farmhouse on a hill just west of Black Lake and the great marsh at the north end of Cayuga Lake. Hiram M. Lay was Hiram Senior's only son.

Although Hiram Senior probably did not lay the cobblestones himself, the handsome farmhouse was a sign of his prosperity, hard work and innovation. He built an hydraulic ram system to pipe clear spring water to a cistern about two-tenths of a mile uphill to the farmhouse; when the ram was working, a cistern fountain created an unusual sight in this still-remote area. A large barn with a cupola was erected sometime between

1843 and 1859; when the barn was demolished early in the twentieth century, the cupola was transferred to its current location on the farmhouse roof.

At unknown dates, Lay erected a paddock, piggery, and smokehouse. He also built two side businesses on the brook that ran just north of his house; first, a small cottage where the family manufactured and sold fanning mills, and second, a cider press. Fanning mills separate wheat kernels from chaff by winnowing, or blowing a current of air through the pile so that waste matter is eliminated. Some of Lay's mills are rumored to survive in nearby barns. Raw material for the cider press came from an orchard of at least 20 trees planted just west of the farmhouse.

The choice of cobblestones as a building material for Hiram Senior's carriage house in 1859 suggests two points; first, that he was satisfied with his cobblestone home, and second, that he possessed considerable wealth. Carriage houses were typically unassuming structures, and a cobblestone carriage house was considered substantive and of some pretension; it remains extremely unusual. The structure, with its use of four courses of cobbles to the quoin on the facade, limestone door and window trim, limestone gable end, date stone, and slate roof, displays much of the same attention to detail found on the farmhouse built 11 to 12 years earlier.

Hiram Senior eventually farmed as many as 450 acres of rolling hills and rich muck near the borders of the marsh. Great clouds of ducks and geese made easy targets for Tyre hunters; trapping was good for muskrats, fox, beaver, and mink, and salads were made from wild celery, cress, and other marsh plants. Hiram Senior or his son may have planted mint for peppermint oil; this was a profitable crop in the Tyre area, and it also made possible a favorite local drink, the mint julep.

The extraordinary fertility of Tyre farmland was demonstrated in 1916, when many locally-grown strawberries measured six and one-half inches in circumference. But this Eden had its bane--mosquitos. Locals wrote vividly of the pestilent clouds which drove them indoors in the summers. Smoking bonfires were often built to drive the bugs away.

The Lay-Morehouse extended family grew and prospered in the Tyre area. A 1882 news account of an elaborate

family Christmas party (see IIIF of this document) says that the two families were so intimately interrelated that they were considered almost one. They were "strong enough numerically to turn the tide of politics in the town," says the account, "and as they are nearly all Democrats, this year's [Grover] Cleveland majority [in the New York gubernatorial race] may be accounted for somewhat. . . Financially, they are strong enough to start a bank, found an insurance company, or buy a politician."

When Hiram Senior died in 1893, his only son continued the various operations. Hiram M. Lay's wife, the former Susie Brown, bore two sons, Elbert H. Lay (1896-?) and Jesse Lay (?-?), both now deceased. Byron Delavan's mother and Elbert's niece, Jessie Lay, once remembered helping Elbert polish a prized Pope-Hartford automobile that was stored in the carriage house circa 1905.

But at some point, the two sons moved away from Tyre and farm operations ceased. When Elbert was granted the family farm in 1928, he lived in nearby Monroe County, probably in Rochester. When Elbert sold the farm to his brother Jesse in 1929, Jesse resided in Washington D.C. The house and farm were alternately vacant, occupied by tenants, and used as a summer home.

A former tenant, Pauline Freeman Cole, remembers that in 1928, the carriage house had three carriages stored inside--a surrey, a buggy, and a "Democrat", which had one seat and a long platform in back and no top. A surviving niece of Jesse, Helen Lay Strong, remembers playing in and around the farm buildings, which were deteriorating and unsafe by the 1920s (see IIIF of this document).

In 1932, Jesse Lay gave the family land north of May's Point Road to his only child, Florence Nancy Lay (?-1950?), who lived in the Tyre area. This land contained the carriage house, spring, and stream, but not the farmhouse, which is south of May's Point Road. In 1938, Florence Nancy (Lay) Strine sold her land to the government for the newly-created Montezuma National Wildlife Refuge. The price for 115 acres was \$2890.50.

The first manager of the Refuge, Merton Radway, remembers that the carriage house was rented informally to Jesse Lay from 1938 to 1950 and was used to store automobiles and equipment. In 1950, after Florence Nancy's early death, Jesse sold the farmhouse to its present owner, Kenneth Rogers, a retired executive at



Gould Pumps in nearby Seneca Falls, New York. This sale ended the association of the Lay family with the property.

Rogers continued to use the carriage house for automobiles and equipment until the mid-1960s, when the wildlife refuge reclaimed the structure. Tractors, boats, and other equipment were stored there until 1981, when the structure became too deteriorated to use. Vernon Dewey, a former Refuge employee, says that the roof began leaking in the mid-1960s and was not repaired; tractors stored inside had to be covered with tarps, but the structure remained useful because it could be locked.

Demolition of the carriage house may have been considered by the refuge as early as 1966, when correspondence passed between the Cobblestone Society and the Refuge Manager on the status of the building. At the present time, in 1986, the structure is too deteriorated to be restored without a major effort. The Refuge's concerns for potential liabilities may seal its fate.

Until the date of demolition, architectural historians can gain rare insights by viewing the home and carriage house together. They provide valuable information on regional design choices, availability of craftsmen and materials, and family taste and means in the rural areas of mid-nineteenth century upstate New York.

Note: The preceding essay refers to all materials cited in IIID of this document.

## PART II. ARCHITECTURAL INFORMATION

### A. General Statement:

1. Architectural character: The Hiram Lay Carriage House, built in 1859, is an excellent example of cobblestone masonry construction used for a non-residential structure. No major exterior alterations have diminished the original design, and despite the probable loss of a horse stall on the interior, the building retains a high degree of architectural integrity. It is one of only two known free-standing cobblestone carriage houses in New York State surviving in association with its primary structure, The Hiram Lay House, a Greek Revival style cobblestone farmhouse of circa 1847-48 located directly south across May's Point Road.

Many cobblestone farmhouses are associated with barns, sheds, smokehouses, piggeries, and other agricultural structures. Most of these outbuildings are made of wood, the predominant building material in upstate New York. According to the Cobblestone Society in Albion, New York, 25 agriculture-related structures, carriage houses, and other outbuildings of cobblestone have been documented in the United States, 24 of them in New York (This count does not include structures associated with the cultivation of hops.) Of these, 16 are extant, including the Hiram Lay Carriage House. The other cobblestone outbuildings are distributed as follows: Wayne with five, Ontario with two, and one structure each in Genesee, Herkimer, Madison, Monroe, Onondaga, Ontario, Orleans, Seneca, Steuben, and Wyoming counties. Overall, Seneca County has 22 cobblestone buildings of all types, and there are five in the Town of Tyre.

The Cobblestone Society records only six free-standing cobblestone carriage houses in New York. Five are extant, and one of these is a structure originally built as a small residence and converted into a carriage house. The five extant carriage houses are at North Street in Geneva, Ontario County (now part of the New York State Agricultural Experiment Station); 7357 Lewiston Road, Town of Oakfield, Genesee County; Lake Road, Town of Sodus, Wayne County; the Hiram Lay Carriage House; and 7816 Ridge Road, Monroe County, originally built as the David Jones residence in 1837. A carriage house at 7732 Route 251, Town of Victor, Ontario County was demolished between 1966 and 1981. Therefore, the Hiram Lay Carriage House is one of two cobblestone carriage houses that stands beside its original cobblestone farmhouse.

2. Condition of fabric: The structure is in a deteriorated condition resulting from decades of water damage and neglect. The slate-covered gable roof sags at mid-span between the gable ends and has a large hole at the center of the ridge. The walls are out of alignment and have numerous vertical cracks on all elevations, particularly at the corners where the cracks follow the line of the quoins. Diagonal cracks and wall separations are found at most window and door openings. The wall on the south (main) elevation has partially collapsed at the ground floor level (see photo NY 6130A10),

while the north (rear) elevation bears evidence of repair. On the interior, a supporting beam and the floor joists and boards at the hayloft level suffer from water damage and rot.

B. Description of Exterior:

1. Over-all dimensions: The one-and-a-half story structure (ground level and hay loft) is rectangular in plan, 29' 4" wide and 34' 6" long (see photo NY 6130-3 and NY 6130 Ground Level Plan, included in this document). The walls are approximately 13' high to the eaves on the side (east and west) walls and 20' high to the peaks of the gable ends (north and south). The main (south) facade has a large nearly centered carriage entrance; the loft level is divided into two bays by louvered openings, creating a symmetrically composed front elevation. The rear (north) elevation also has a slightly off-center carriage entrance with a hay door above and a smaller hay door placed off-center (to the east). The ground level of the west elevation is divided into two nearly equally spaced bays by window openings, while the loft level has one louvered opening near the southwest corner. The east elevation is divided into three unequally spaced bays with a centered entrance, a window to the south, and a smaller opening on the lower northeast corner. There is no evidence of any additions.
2. Foundation: The foundation is of rubble stone, probably of local origin. Cobbles and boulders of buff and gray sandstone and granite are predominant. Some boulders are as large as 1'6" by 3', especially at the corners, but much of the foundation is composed of smaller cobbles of 3" by 8" and thin pieces of sandstone laid horizontally. Roughly squared limestone blocks, measuring approximately 9" by 1'6", mark the breaks in the foundation at the carriage entrances (north and south). The thickness of the foundation varies from 1'8" to 2', measured from the base to the first course of cobblestones. The foundation is prominent on the east elevation (in the former paddock), due to the sloped site (see photo NY 6130A15). It is 3' high at the northeast corner and 1' high at the southeast corner. There is no water-table.
3. Walls: The walls, approximately 1'4" to 1'6" thick, consist of courses of cobblestones on the outer surface secured to a rubble stone core. The rubble

stone ranges in size from cobbles to boulders; the exterior cobbles are fieldstones of different sizes, shapes and colors on all elevations. The rubble wall on the rear (north) elevation appears to be original.

The cobbles on all elevations are predominantly sandstone and granite in buff, light gray, and dark red tones. They were not selected or laid according to color. The weathered lime and sand mortar, laid in horizontal and vertical V's, has a coarse texture and is dull gray to buff-gray in color. Later patches, especially at the northeast corner, contain large particles of aggregate stone.

The cobblestones and mortar give the structure an overall tan color, in contrast to the gray limestone used for corner quoins and some sills and lintels. The quoin dimensions, 1' by 1'6" by 8", are fairly standard throughout. All but one of the limestone quoins is roughly squared with no ornamentation on the outer face. Only the lintels above the three openings on the east elevation are finished with bush-hammered panels and tooled (or chiseled) margins.

#### South (Main) Elevation

Symmetrically composed, the main elevation features the most decorative cobblestone work (see photo NY 6130A4). Here the cobblestones are the smallest, laid four courses to the quoin, identical to the Lay farmhouse (see photo NY 6130A11). The cobbles range in size from 2" by 2", to 2" by 6" laid horizontally. The courses are 3" to 3 and 1/2" wide with the horizontal mortar joint, in a projecting V, given emphasis. The vertical joints are also V-shaped and are spaced 5" apart. The southwest corner features 12 roughly squared limestone quoins, while the southeast corner has 13 due to the sloped site. A small rectangular limestone date stone, centered upon the gable end, has the inscription H.L. 1859 written in two lines, with the initials centered over the date.

One half of the wall to the west of the carriage doors has failed, revealing the rubble wall and inset horizontal boards (see photo NY 6130A10). The wall sags inward and has major vertical and diagonal cracks at all openings. Vertical cracks also extend from the frieze to the foundation along the quoins.

#### West Elevation

Cobblestones on the west, north, and east elevations are larger than on the main elevation (see photo NY 6130A5). Here the courses are three to the quoin with the cobbles ranging in size from 2" by 6" to 4" by 8", creating courses approximately 4" to 4 and 1/2" wide. The mortar joints are laid in a V-shape horizontally and vertically, and the cobbles are spaced 4" to 7" apart vertically. Twelve limestone quoins highlight the corners; the blocks at the top of the northwest corner are at least 2" out of alignment due to structural failure. The only example of a chiseled margin on a quoin is found on the third block from the ground. This quoin is identical to those on the Lay house.

#### North Elevation

The treatment of this wall is the same as on the east and west elevations. However, one-third of this elevation, between the carriage entrance and the northeast corner and extending from the foundation to the freize, is of coursed rubble wall construction (see photo NY 6130A6). Stone sizes range from cobbles to small boulders, and the mortar has no decorative treatment.

It appears that when the carriage house was constructed, it was built adjacent to a large pre-existing wood frame barn, as shown in the 1876 engraving (see photo NY 6130A24, see also IIIB of this document). The separation between the two buildings would have been less than 2', probably preventing the application of a cobblestone finish to this portion of the carriage house wall.

The north elevation has numerous diagonal cracks on either side of the openings. The largest is immediately to the west of the carriage entrance, extending from mid-wall to the ground. It shows evidence of wall failure and extensive repair, probably during the twentieth century. The northwest corner has a full-length crack along the quoins which is repaired with Portland cement.

#### East Elevation

As on the north and west elevations, the cobblestones are coursed three to the quoin. There

are 13 quoins at each corner, due to the sloping site (see photo NY 6130-A7). Vertical cracks extend from the frieze to the lintel corners at the entrance and window, and there is a large vertical crack along the southeast corner quoins.

4. Structural system, framing: The structure is of masonry load bearing construction for the walls, with heavy timber frame construction held together by mortise and tenon joints employed for the roof (hay loft level) and loft floor. Hardwood boards have been set into the masonry above major openings for structural support, but do not extend the full width of the walls. All major structural beams and posts are hand-hewn and appear to be of oak; some horizontal members of the roof frame are reused lumber. Minor structural members such as floor joists are of soft woods such as pine or hemlock, and some are partially covered with bark. In addition to the mortise and tenon joints, single wooden pins averaging 8" to 9" in length and 1" in diameter at the head and square-headed cut nails are used to secure structural and sheathing elements.

At the ground level, two 10" by 9" beams span the space latitudinally (east-west). The south beam is 8'2" from the interior south (facade) wall, and the north beam is 11'8" from the interior north wall. The space between the two beams is 10'6". The beams are supported by two posts placed off-center, creating a center aisle for carriage passage (see photo NY 6130-A16). The south post is 7" by 8" by 8'6" and has been cut, moved, and placed on a stone base 1' toward the center in order to avoid an area of water damage and rot in the north beam (see photo NY 6130-A17).

The beams have rectangular notches 6 and 1/2" wide and 4" high spaced 2'2" apart to receive the nine floor joists. The joists vary in length according to the beam spacing and range in dimension from 4" by 4", to 5" by 6", with the ends of the wider joists cut to form tenons to fit the notches.

The roof frame consists of two bents spaced 10'5" apart (north-south), each comprised of queen posts and a straining beam across the width of the structure (east-west) (see photo NY 6130-A21). The posts are approximately 8'6" in height and vary in dimension from 5" to 6" in depth and 7" to 8" in

width, with the wider side parallel to the east-west walls. The beams are approximately 8" by 8" by 13'4", and they bear numerous rectangular and circular holes indicative of reused lumber. The beams are secured to the posts by pegged central tenons in open mortises, the visible tenons measuring 7" by 2 and 1/2". Knee braces (approximately 3'6" long, 4" wide and 3" deep) are secured to the queen posts and beams by concealed mortise and tenon joints.

Rafter girts measuring approximately 7" by 7" occur roughly at mid-span (about 9' above the loft floor) and run the full length of the structure. Small knee braces, 4" wide by 3" deep by 3'6" long, join the girts to the queen posts on either side by concealed mortise and tenon joints.

Rafters are spaced 2'4" apart and are aligned at the ridge and secured by concealed joinery. There is no ridge pole. The rafters, 4" by 3", rest in the rafter plates on the tops of the masonry walls 5'2" above the loft floor. The plates are 7" wide and 8" deep and are notched (3" wide and 1" deep) to receive the rafters.

Tie beams, 7" to 8" wide by 4" to 5" deep by 7' long, extend from the rafter plates to the queen posts at all but the southwest post; there the tie beam has been cut. The tie beams are secured to the plate by a concealed center tenon and to the post by a pinned mortise and tenon joint (the tenon here is 6" by 2").

Masonry wall and framing failure are evident at the northeast queen post where the tie beam and post have been joined by additional boards (see photo NY 6130A23), and at the northeast post where the tie beam tenon has pulled away a full 2" from the post mortise.

5. Porches, stoops, balconies, bulkheads: There is no evidence that the structure has ever had a bulkhead or any other appendage.
6. Chimneys: None. No evidence of any heating system.
7. Openings:
  - a. Doorways and doors: The structure has two carriage entrances which are nearly aligned, one

on the south (main) facade and one on the north. In addition, there is an east entrance, approximately centered on the elevation.

The south carriage entrance is 8'8" wide and 7' tall, framed by wooden posts 6" wide and 10" deep that rest on limestone blocks (see photo NY 6130A9). On the interior, the hand-hewn post and lintel construction, secured with a single wooden pin at each corner, is visible. On the exterior, there is unadorned molding surrounding the hardwood frame. Each leaf of the carriage doors is approximately 4' wide and 8' tall and comprised of 7" wide by 1" deep flush planks. On the interior of each leaf, planks are joined by 7 and 1/2" wide top, middle, and bottom rails; each rail features a top and bottom bead. Diagonal rails, 3" wide, join the top and bottom rails to the middle rail.

Historic hardware includes four 9" wrought iron strap hinges tapering in width from 1 and 1/2" to 1 and 1/4", held with a single pintle and square-headed cut nails. There is also a wood bolt lock (see photo NY 6130A20). Modern hardware (hasp, staple, and padlock) currently secures the entrance.

The dimensions and construction details of the north carriage entrance are nearly the same as those of the south entrance (see photo NY 6130A12). However, the entrances differ in the treatment of the carriage doors. The west leaf is composed of seven 4" wide planks, while the east leaf is of eight 3 and 1/2" planks. On the interior, these flush boards are joined by 8" wide by 1/2" deep top, middle, and bottom rails. The leaves meet at a vertical board 2" by 4" by 6' attached at the threshold and centered at the entrance. The wooden threshold is 3" wide and 8" deep. The exterior strap hinges are identical to those on the south entrance (see photo NY 6130A13).

The last opening appears to have served as a human-scale entrance between the carriage house and paddock. The simply framed opening is 1'9" above the ground level, 3'3" wide and 6'5" tall. The entrance is highlighted by a roughly squared limestone threshold 6" wide by 18" deep by 3'7" long and a decorated limestone lintel 11" by



3'11". The single leaf door is made of 5 hardwood planks, each 7" to 8" wide. On the interior, the planks are joined by three nearly equally spaced rails 7" wide by 1' deep. All nails are square-headed. No historic hardware survives, but shadows of strap hinges similar to those on the carriage entrances are visible.

One feature of special note at this entrance is the presence of an applied U-shaped wooden element in either jamb. The molding is 4" wide, 1" deep and 12" tall, with a centered 1 and 1/2" wide U-shaped opening. Located 11" above the threshold and thus approximately 3'2" above the ground level, a bar may have been slipped into the opening to prevent animals from entering the structure from the paddock.

An unusual opening is found at the lower northeast corner of the east elevation 3'1" above the ground. Measuring 2'7" wide and 1'8" tall, the opening is marked by a roughly squared limestone sill 7" wide and 3'10" long and a decorated 10" by 3' lintel. Located in what was almost certainly the stall on the interior, this opening may have functioned as a means of disposing of animal wastes (see photo NY 6130-A15).

On the north elevation there are two hay doors at the loft level (see photo NY 6130A6). The larger is nearly centered over the carriage doors and is approximately 3' by 5'. There is no sill, and the lintel is a 6" wide board. The door is held by two strap hinges of the same design as those on the carriage doors and is comprised of six flush planks. The smaller hay door is near the northeast corner and would have provided access between the carriage house and large barn which stood immediately to the rear. The opening is 3' by 3'6". There is no sill, and the lintel is a board laid horizontally to strengthen the opening. The single leaf door is of seven flush planks and has no historic hardware.

- b. Windows and shutters: The only window remaining intact is that on the east elevation (see photo NY 6130A-14). Placed 5'10" above the ground, the opening is 2'8" wide and 4' tall. A roughly squared sill 5" by 3'9" and a decorated lintel

10" by 3' mark the opening; the southeast corner of the lintel has cracked and been repaired with Portland cement. The window frames are unadorned, weathered and bear traces of white paint. The windows feature six-over-six double-hung sashes with 8" by 10" panels and 3/4" ovolo muntins.

The two west elevation windows are 2'10" above the ground, 2'8" wide and 4' tall (see photo NY 6130A5). Only the unadorned, now weathered, hardwood frames remain along with sash remnants; the openings are secured with plywood. The roughly squared limestone lintels and sills are 12" by 3' and 8" by 3'4" respectively.

Louvered openings serving as vents at the hayloft level occur on the west and south (main) elevations. The west loft vent is nearly square and the most intact; only two are missing. Its limestone sill is approximately 9" by 3" and the wooden lintel is 6' by 3'3". The louvered casement swings outward and is held by two 7" by 1" strap hinges, smaller versions of those on the carriage doors. The pair of louvered windows in the south gable ends are very deteriorated and little more than the undecorated frames survive (see photo NY 6130A4). The openings are approximately 3' by 4' with simple wooden sills and roughly squared lintels.

Three sashes of six lights are stored in the structure at the northwest corner, but their dimensions and details indicate that they are not original to the building.

8. Roof:

- a. Shape, covering: The roof shape is a gable of a moderate pitch. Squared gray slate shingles as large as 14" by 12" by 1/8" are used as the covering while the edges at the gable ends appear to have smaller slates, approximately 9" by 6" by 1/8". The slates were secured by a single fastener but none were identified. On the interior it is possible to determine that a rafter sheathing was applied over the rafters which are spaced 1'4" apart. The softwood sheathing, 1/2" deep and 13" wide, is spaced 2" to 4" apart and does not appear to have been

used uniformly. There has been a considerable roof failure and loss of shingles.

- b. Cornice, eaves: The structure has a wooden boxed cornice above a simple cyma reversa molding and plain frieze. Evidence of an interior gutter are the three round holes, plugged and open, on the underside of the eaves (two on the west and one on the east). Based upon an historic photograph in the collection of Byron Delavan, Canandaigua, New York (see photo NY 6130A26, see also IIIB of this document), it is clear that L-shaped metal drainpipes would have been attached; none survive on the structure.

The cornice, frieze, and moldings are made up of at least three unequal sections nailed together. There is no eave or gable end ornament.

- c. Dormers, cupolas, towers: None.

#### C. Description of Interior:

1. Floor plans: The ground level is a single uninterrupted space except for the presence of two off-center posts creating a center carriage aisle (see NY 6130A Ground Level Plan, included in this document). However, the historical use of the structure's northeast corner is indicated by the wooden floor plate running north-south, nearly on axis to the north post. Although almost submerged in dirt, rectangular notches suggest that studs may have once been set in the plate. Boards of uneven dimensions could have been nailed into the studs, thus creating a north-south wall of a box stall. An east-west wall could have run from a stud to a board set into the masonry. The location of a stall door is unknown. The dimensions of a stall would have been 9' by 11'6", appropriate for a building of this size, and consistent with typical box stalls ranging from 10' by 10', to 12' by 12'.

Other physical evidence for a stall here includes the richer, darker soil at the northeast corner compared to the rest of the floor, indicating the presence of manure, and the small framed opening near the floor which could have functioned as an outlet for manure. In addition, the opening in the hayloft floor above occurs where the east-west stall wall would have been, suggesting a logical

functional placement.

The hayloft level space is interrupted only by the pair of queen post and straining beam bents, creating three bays (see NY 6130A Loft Plan, included with Ground Floor Plan in this document).

2. Stairways: The only stair would have been a ladder to the loft which does not survive.
3. Flooring: The ground floor is of dirt and is unlevel due to decades of varying uses and the presence of large animal holes. The hayloft floor consists of softwood sheathing of varying dimensions spaced 5" to 6" apart where used over the joists. The softwood floorboards are butted and nailed. Their dimensions vary greatly, ranging between 5" to 10" in width, approximately 1" in width, and of different lengths (many rotten and broken). The opening on the loft floor is 3'2" by 5'5" and is unframed.
4. Wall and ceiling finish: The walls reveal the rubble masonry construction and seem to have received a thin coat of cement mortar in the past in places. The most notable feature of the walls are the hardwood boards laid horizontally into the masonry. They appear to be 1" to 2" wide and 4" or more deep, and thus do not extend to the exterior cobblestone wall but are visible in the rubble wall on the north elevation.

One set of similar boards on either side of both carriage doors are secured to the entrance framing by dovetail joints (see photo NY 6130A-19). The boards are chamfered where they meet openings. The boards are of varying lengths; most are between 4'2" and 5' above the dirt floor. Many 1" diameter peg holes are at different intervals, and some still bear wooden pegs from 9" to 13" long. In addition, 6" square-headed nails project about 3" from the boards, sometimes in place of missing pegs. The boards allow for wooden and metal hangers to be placed into the masonry walls.

The southeast corner of the structure may have served as a tack room, given the presence of pegs and peg holes spaced between 1'8" and 2'3" apart, 4'4" above the floor, allowing for the hanging of harnesses and other equipment. The west wall has 2" wide boards across its entire length, 4'2" above the

floor, interrupted by the two windows. Peg holes, some with surviving pegs, are spaced between 1'2" and 1'4" apart at the southeast corner; at intervals of 11", 3', 3'2", and 1'2" between the windows, and at seemingly random intervals at the northwest corner.

Boards, but without the cluster of peg holes or nails, are found along the north and east walls. There are three wire nails projecting 2" from the 2" wide board at the southeast corner, again suggesting a tack room space here.

Of special note on the south wall near the carriage entrance is the graffiti in black paint. Now faded, the initials "E.P." and an arrow pointing upward can be deciphered (see photo NY 6130A18).

5. Openings:

- a. Doorways and doors: None on the interior.
- b. Windows: See section II (B) (7) (b) of this document. No interior ornamentation.

6. Decorative features and trim: See section II (C) (4) of this document for description of boards and pegs.

7. Hardware: None except as noted in section II (B) (7) (a) of this document.

8. Mechanical equipment:

- a. Heating, air conditioning, ventilation: None except for louvered vents at the hayloft level.
- b. Lighting: None.
- c. Plumbing: None.

D. Site:

- 1. General setting and orientation: The structure faces south. It is set at the top of a small rise that slopes gently downward to the west, north, and south, and more sharply to the east and northeast (see photo NY 6130A2). A field of approximately ten acres lies to the west of the structure, but all other views are obscured by second-growth forest.

At the northwest corner of the field, a spring-fed pool feeds a small brook that runs in a southeasterly direction, crossing May's Point Road about 100 yards east of the structure. A marshy area lies southeast of the brook at the base of the sharp east and northeast slopes. South of May's Point Road, the farmhouse lawn extends some 50 feet east to the marsh and brook. To the southwest of the structure are dense second-growth woods.

2. Historic landscape design: The 1876 engraving (see photo NY 6130A24, see also section III (B) of this document) shows a well-tended orchard southwest of the carriage house. A few apple trees survive in this now-overgrown area. In the engraving, the field to the west of the structure is fenced and contains horses. Land to the north and east in 1876 was cleared for more fields, leaving a clear view of the brook, its cider and fanning mills, the swamp extending away on the east, and the road to the Tyre town center. At the height of its operation, the Hiram Lay farm covered 450 acres.
3. Outbuildings: The structure is an outbuilding of the Hiram Lay Farm. The farm complex, as depicted in the 1876 engraving (see photo NY 6130A24, see also section III (B) of this document), included the farmhouse, carriage house, a two and one-half story barn with a side wing to the east, a paddock also extending east from the barn behind the side wing, and a piggery south of May's Point Road. Buildings not shown on the engraving include an extant brick smokehouse east of the farmhouse. Mrs. Helen Lay Strong remembers three other buildings: A building behind the barn on the banks of a small brook where the Lay family once made and sold fanning mills, a cider mill about 100 yards downstream, and an equipment shed to the west of the carriage house (interview, August 21, 1986, and letter, August 14, 1986, included in this document). \*

Only the farmhouse, carriage house, piggery, and smokehouse were standing at the time of this survey. The smokehouse is now used for tool storage, and the piggery was converted into a garage in the mid-1960s.

### PART III. SOURCES OF INFORMATION

A. Original Architectural Drawings: None.

\* The letter referred to is filed with the field records.

- B. Early Views: Only one view showing the entire structure was found, in History of Seneca County, New York (Philadelphia: Everts, Ensign and Everts, 1876), Plate LI, opposite page 128 (see photo NY 6130A24). The engraving depicts the farm property including carriage house, and is nine and one-eighth by seven and five-eighths inches. Two other engravings on the same page show Hiram Lay and Mrs. Hiram Lay; each of these is three and one-half inches by four and one-half inches.

Two photographs of the structure from the early to mid-twentieth century are from the collection of Byron Delavan, Canandaigua, New York. The first, showing a car and one corner of the structure, is 3 and 3/4" by 2 and 3/8" (see photo NY 6130A25). The second, showing a horse and sleigh and the structure, is 3 and 3/8" by 2 and 3/4" (see photo NY 6130A26).

C. Interviews:

1. Kenneth and Margo Rogers, August 12, 1986, Hiram Lay House, across May's Point Road from the Carriage House. Mr. and Mrs. Rogers bought the farmhouse from Jesse Lay in 1950 and rented the carriage house from the Montezuma Wildlife Refuge until the mid-1960's.
2. Delia Robinson, August 12, 1986, The Cobblestone Museum, Childs, New York. Ms. Robinson is secretary of the Cobblestone Society, Albion, New York, 14411.
3. Helen Adelia Lay Strong, August 21, 1986, at her residence in Seneca Falls, Seneca County, New York. Mrs. Strong is a grandniece of Hiram M. Lay and visited the carriage house as a child.
4. Pauline Hart Cole, August 21, 1986, telephone interview from her residence in Seneca Falls, New York. Mrs. Cole is the daughter of a tenant who lived in the Hiram Lay house from 1928 to 1929. She visited the carriage house as a child.
5. Byron Delavan, August 23, 1986, telephone interview from his residence in Canandaigua, New York. Mr. Delavan is nephew of Jesse Lay and son of Jessie Lay and Nathan Delavan.
6. Merton Radway, September 2, 1986, telephone interview from his home in Mesa, Maricopa County, Arizona. Mr. Radway was the manager of the Montezuma National Wildlife Refuge from 1938 to

1949.

7. Vernon Dewey, September 2, 1986, telephone interview from his business in Auburn, New York. Mr. Dewey was a law enforcement officer in the Town of Tyre from 1944 to 1951 and a biological technician at the Refuge from 1951 to 1984.

D. Bibliography:

1. Primary and unpublished sources:

Hall, Ruth Eugenia Lay, Judge Samuel Lay, 1746-1819: Ancestors and Descendants, located in library of Seneca Falls Historical Society, Seneca Falls, New York.

Schmidt, William, Junior Cadastral Engineer, United States Department of Agriculture, Bureau of Biological Survey, Division of Land Acquisition, Map of Florence Nancy Strine Tract, April 18, 1938, located at offices of Montezuma National Wildlife Refuge, Seneca County, New York.

2. Secondary and published sources:

Author unknown, "Hiram M. Lay", in Portrait And Biographical Record Of Seneca And Schuyler Counties, New York (New York and Chicago: Chapman Publishing Co., 1895) p. 484-485. Located in Olin Library, Cornell University, Ithaca, New York.

Lay, Alice H. "The Lay Family In America," in Yesteryears: A Quarterly Magazine for the Appreciation and Study of New York Regional History, Volume 7, Number 28 (June 1964), p. 190-206. Located in library of Seneca Falls Historical Society.

Nichols, Beach, surveyor. Map of Tyre in Atlas Of Seneca County New York (Philadelphia: Pomeroy, Whitman & Co., 1874), p. 37. Located in Olin Library, Cornell University, Ithaca, New York.

Schmidt, Carl F. Cobblestone Architecture (Self-published, 1944). Located in Fine Arts Library, Cornell University, Ithaca, New York.

Schmidt, Carl F. Cobblestone Masonry (Scottsville, NY: Carl F. Schmidt, 1966). Located in Fine Arts Library, Cornell University, Ithaca,



New York.

Shelgren, Olaf William Jr. Cobblestone Landmarks Of New York State (Syracuse, NY: Syracuse University Press, 1978) Located in Fine Arts Library, Cornell University, Ithaca, New York.

Watros, Hilda R. The County Between The Lakes: A History Of Seneca County, New York, 1876-1982 (Waterloo, New York: K-Mar Press, 1982), p. 205-235. Located in Olin Library, Cornell University, Ithaca, New York.

E. Likely Sources Not Yet Investigated: None.

F. Supplementary Material:

Strong, Helen Lay, personal letter to author Edmondson, attached. (In field records.)

Typed copy of newspaper clipping concerning Lay-Morehouse family Christmas parties, December 1882, attached. (In field records.)

#### PART IV. PROJECT INFORMATION

Project director Jon Crispin is a photographer in Ithaca, New York. Draftsman Randy Hatcher, architectural historian Tania Werbizky, and historian and editor Brad Edmondson are also Ithaca residents. For more information, contact Jon Crispin at Box 926, Ithaca, New York, 14851. This survey was completed in August and September 1986.

COBBLESTONE CARRIAGE HOUSE  
MONTAIGNA WILDLIFE REFUGE  
SENECA COUNTY, NEW YORK

GROUND LEVEL PLAN  
LOFT PLAN  
1/8" = 1'-0"

H A B S NO. NY-6130-A  
PROJECT NO. 926  
PAGE NO.

Hiram Lay Carriage House  
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Architectural Sketches

